

NO FOREIGN DISSEM

PHOTOGRAPHIC INTERPRETATION REPORT



SOUTHEAST ASIA ACTIVITY REPORT

SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM II-17 AUGUST 1966

NPIC/R-265/66

AUGUST 1966

SUMMARY NO 16

GROUP 1 EXCLUDED FROM
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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/No Foreign Dissem [REDACTED])

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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- SPECIAL PHOTOGRAPHIC SUPPLEMENT, Ha Noi/Vinh Rail Line,
North Vietnam

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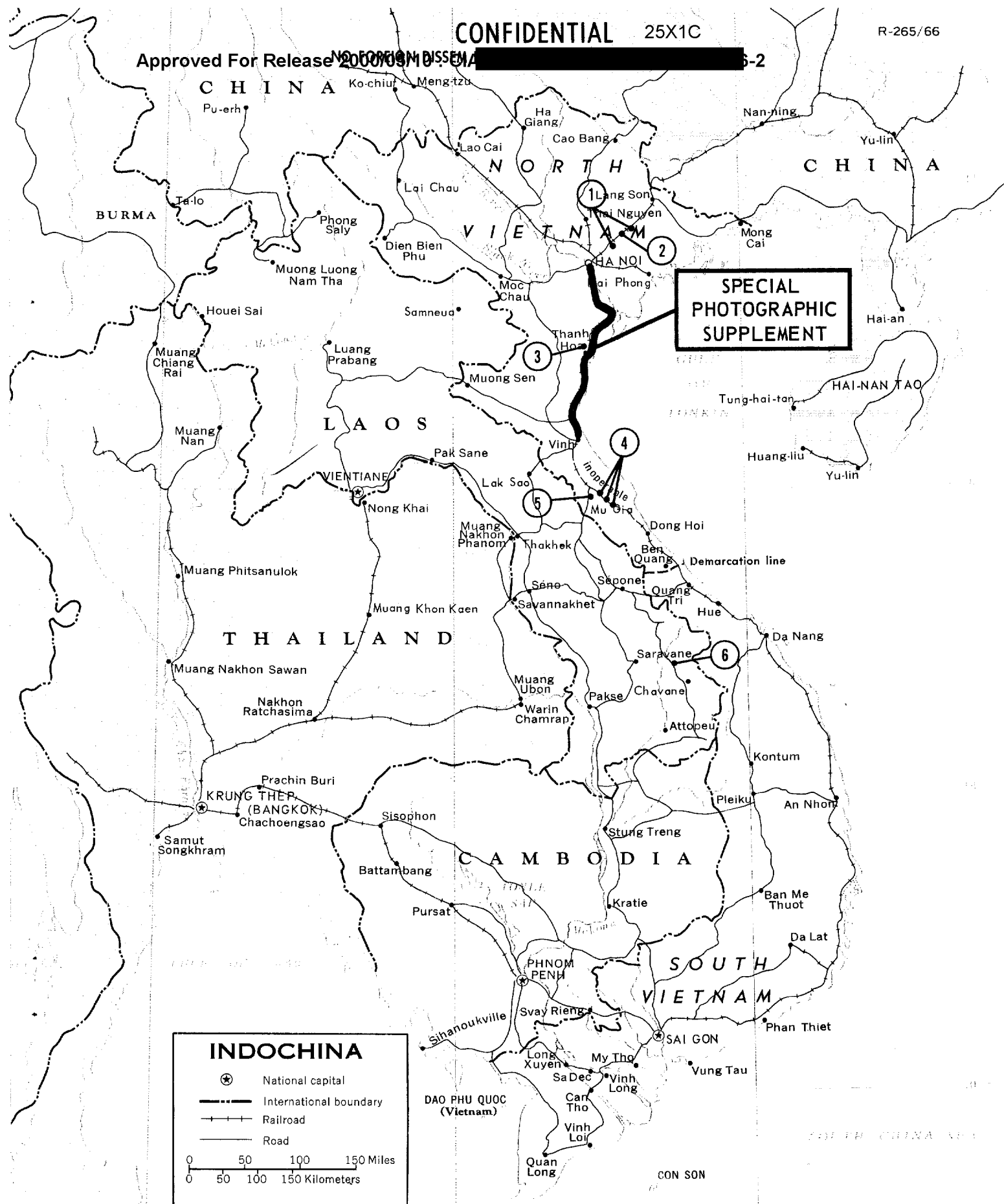
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S-2



SPECIAL PHOTOGRAPHIC SUPPLEMENT

INDOCHINA

- ⊙ National capital
- International boundary
- +— Railroad
- Road

0 50 100 150 Miles
0 50 100 150 Kilometers

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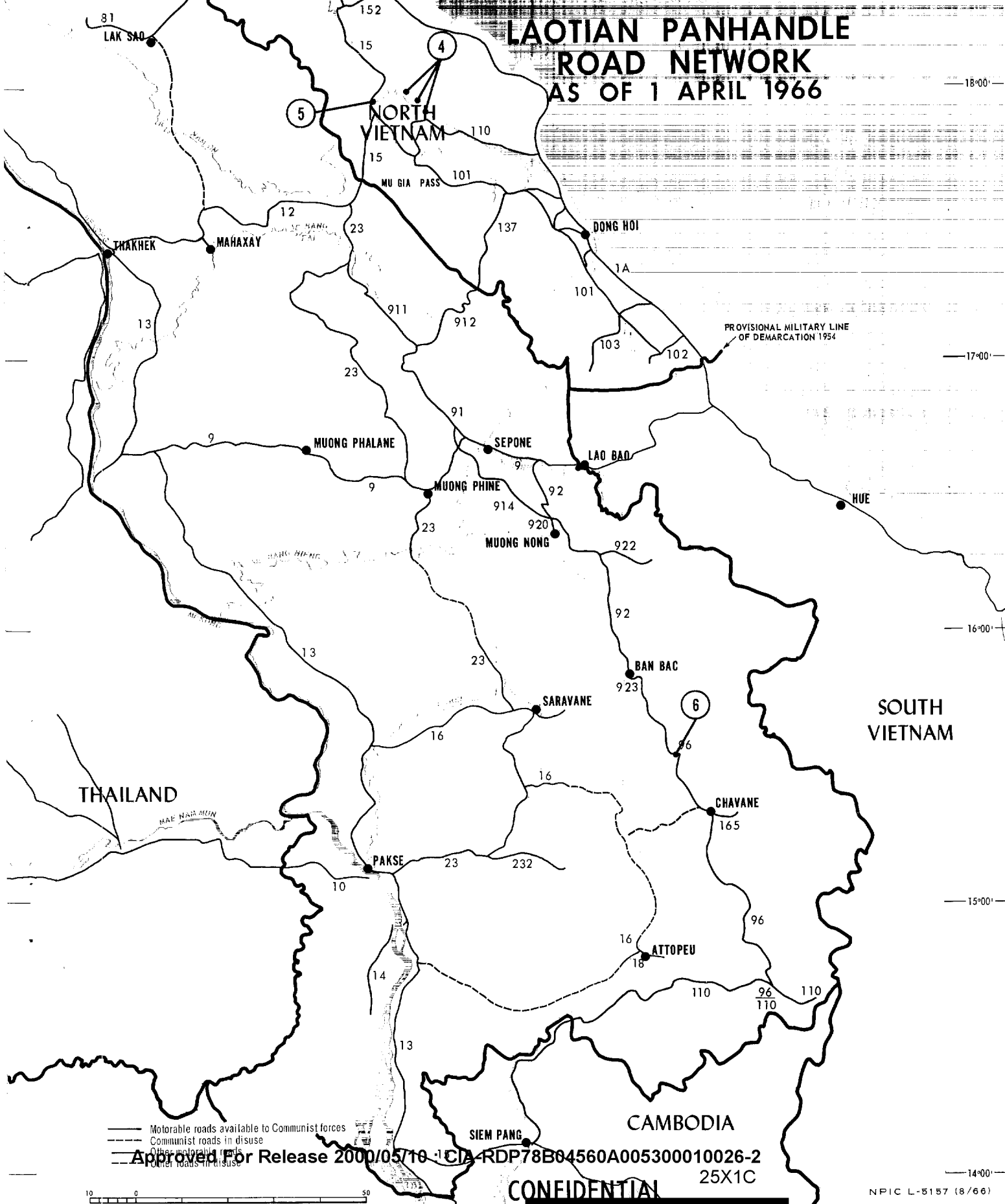
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NPIC L-5156 (8/66)

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LAOTIAN PANHANDLE ROAD NETWORK AS OF 1 APRIL 1966



1. Interdictions, Ha Noi/Ping-Hsiang Rail Line, North Vietnam

Three major interdictions are observed on the Ha Noi/Ping-Hsiang Rail Line. The Cao Nung Railroad Bridge over the Song Hoa [REDACTED] 25X1A
[REDACTED] at 21-33N 106-29E has been severely damaged by air strikes and is 25X1A
unserviceable. At least two spans have dropped into the river and the southern approaches have been interdicted. The railroad by-pass bridge is also unserviceable because the spans have been removed. Interdictions on all tracks have rendered unserviceable the three-track dual-gauge Bac Le Railroad Yard [REDACTED] at 21-30N 106-26E. Obliquity precludes determination of the damage and gauge of two engines and 30 pieces of rolling stock in the yard. The Dap Cau Railroad and Highway Bridge over the Song Cau [REDACTED] at 21-12N 106-05E is unserviceable due to air strikes. Since the railroad by-pass bridge around the Dap Cau bridge is not complete, the rail line is also unserviceable to through traffic in this area.

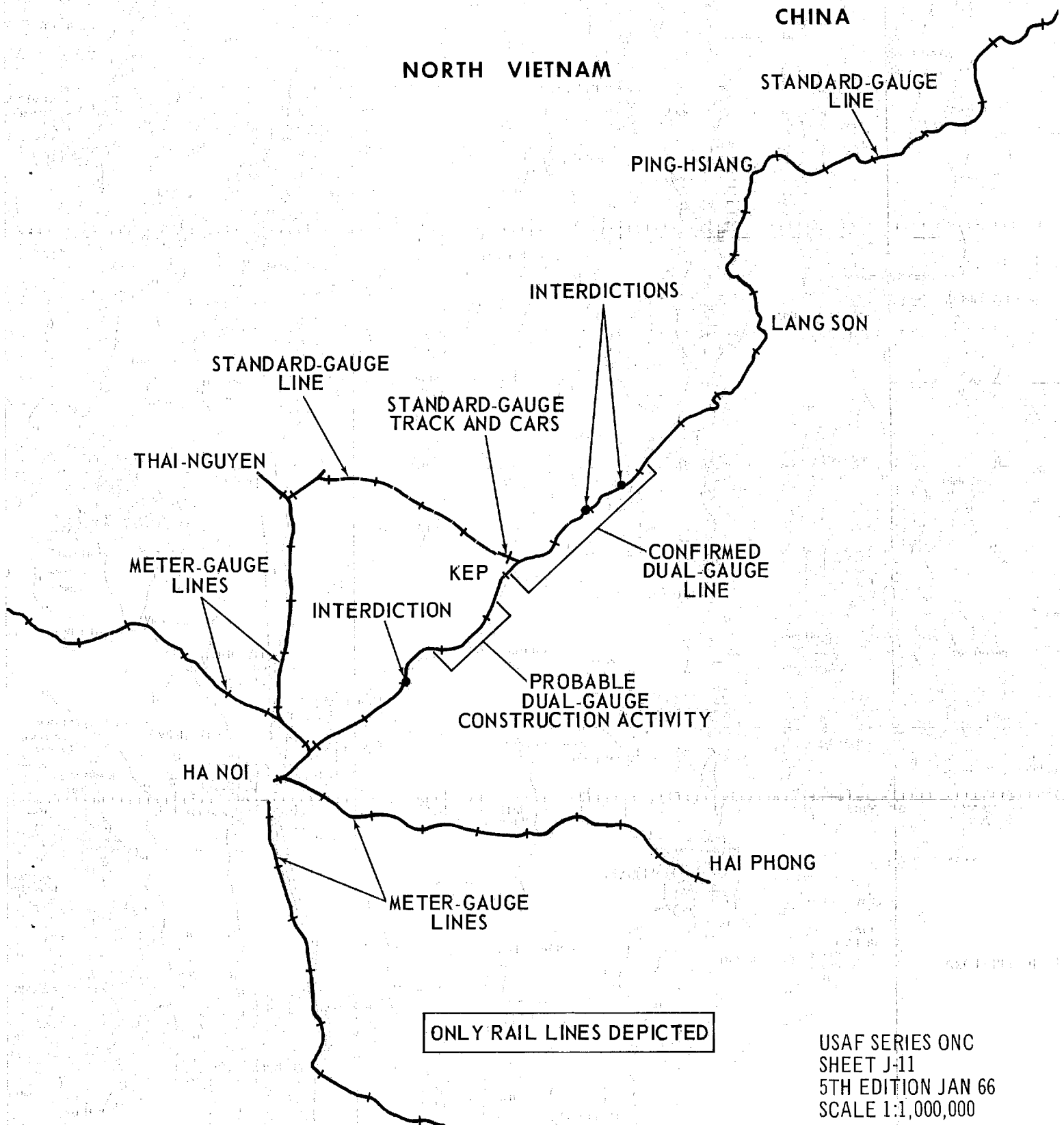
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[REDACTED]
NPIC Cable Cites 7938, DTG 300209Z, Aug 66; 8093, DTG 130234Z, Aug 66

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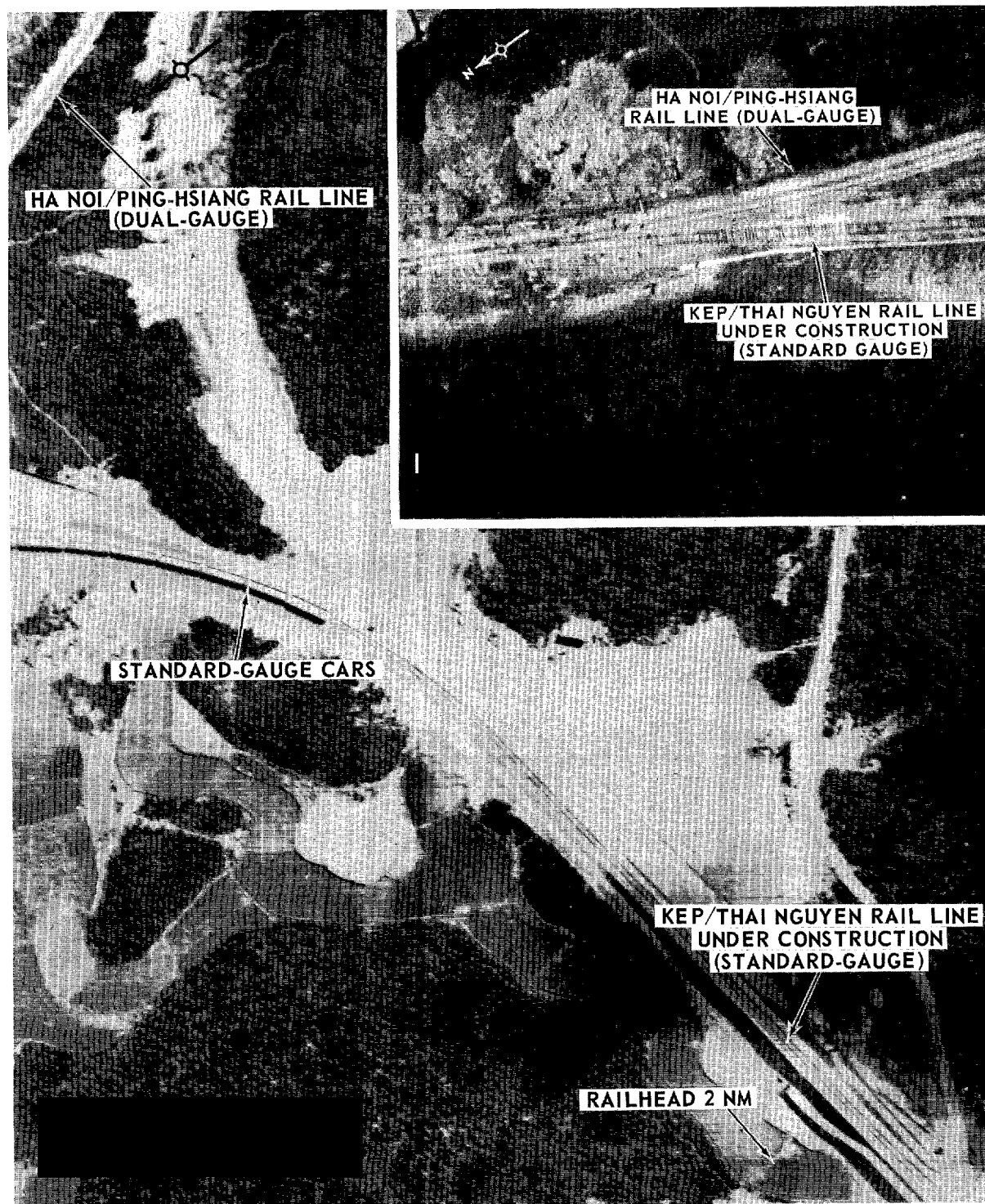
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USAF SERIES ONC
SHEET J-11
5TH EDITION JAN 66
SCALE 1:1,000,000

2. Standard-gauge Rail Cars, Kep/Thai Nguyen Rail Line Under Construction, North Vietnam

25X1D Standard-gauge track was first observed on the Kep/Thai Nguyen Rail Line under construction in [REDACTED] from its turnout from the Ha Noi/Ping-Hsiang Rail Line at 21-25N 106-18E (UTM XJ353696) west for 0.5 nm. This trackage now extends to a bridge under construction at 21-25N 106-16E (UTM XJ315701), a total distance of 2.2 nm. No track has been laid west of the bridge. Fifteen standard-gauge gondola cars are observed on this line at UTM WJ352696 (Figure 1) and one standard-gauge engine and at least 43 standard-gauge rail cars are in a three-track rail yard at the railhead. The presence of these cars on a standard-gauge rail line determines their gauge. This identification of standard-gauge rail cars in North Vietnam indicates that dual-gauge track probably extends northeast to China, but this is photographically confirmed only from 21-25N 106-17E northeast to 21-37N 106-33E.

25X1D [REDACTED]
NPIC Cable Cites 7968, DTG 030120Z, Aug 66; 8093, DTG 130234Z, Aug 66
Summary 10, Item 1 (NPIC/R-210/66)
NPIC Briefing Board L-1563



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NPIC L-5159 (8/66)

FIGURE 1. STANDARD-GAUGE RAIL CARS, KEP/THAI NGUYEN RAIL LINE UNDER CONSTRUCTION, NORTH VIETNAM

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3. Railroad Ferry Reconstruction, Ha Noi/Vinh Rail Line, North Vietnam

25X1A A railroad ferry is being reconstructed on the Ha Noi/Vinh Rail Line near the serviceable Thanh Hoa Railroad and Highway Bridge over the Song Ma [REDACTED] at 19-50N 105-48E and at the destroyed Thanh Hoa Railroad Ferry and Terminal Facilities Ham Rong [REDACTED]. A 25X1A three-track rail yard extends from the main line at UTM WG842938 south-southwest to an open storage area at UTM WG840932. Two railroad ferry slips are on the northeast bank of the Song Ma (Figure 2). One slip is probably complete at UTM WG837931, with more than 300 feet of track extending from it to the rail yard. The second slip is in the early stage of construction at UTM WG838930, with more than 150 feet of ties without rails extending from it to the rail yard. Two pile drivers are near the second slip and several piles have been emplaced. A steam locomotive and at least 60 pieces of rolling stock are in the rail yard; the open storage area contains rails, ties, and miscellaneous materials.

Two railroad ferry slips are on the southwest bank of the river. One slip at UTM WG836927 is probably complete. The other is in the early stage of construction at UTM WG835929, with one pile driver and several pilings nearby. Although no rails or ties have been placed on the approaches of either slip, they will probably be connected to the Ha Noi/Vinh Rail Line at UTM WG827931, using a previously existing road as a roadbed.

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NPIC Cable Cite 8054, DTG 100207Z, Aug 66
NPIC Briefing Board L-1537



NPIC L-5160 (8/66)

FIGURE 2. RAILROAD FERRY RECONSTRUCTION, HA NOI/VINH RAIL LINE, NORTH VIETNAM

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NORTH VIETNAM

THANH HOA RAILROAD
AND HIGHWAY BRIDGE

ROUTE 119

RAILROAD FERRY
RECONSTRUCTION

ROUTE 1A

ROUTE 118

ROUTE 706

ROUTE 115

STORAGE
AREA

AMS SERIES L7014
SHEET 6148-I
1ST EDITION 1965
SCALE 1:50,000

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4. Activity on the Vinh/Dong Hoi Rail Line, North Vietnam

25X1A A. The railroad cable bridge at the destroyed Xom Khe Railroad Bridge over the Khe Net [REDACTED] at 17-58N 105-55E has been severely damaged by air strikes and is unserviceable. Six of the seven A-frame cable supports and portions of the rail remain, although the south approach has been destroyed. Construction continues on the railroad by-pass.

25X1A B. The railroad cable bridge at the destroyed Kim Lu Xa Railroad Bridge over the Khe Danh [REDACTED] at 17-57N 105-57E is complete. Rails joining the main line now span the river and at least seven A-frame cable supports have been erected. Two cables have been observed, however, the present number cannot be determined.

25X1A C. The railroad by-pass bridge remains under construction around the destroyed Thuong Phong Trang Railroad Bridge over the Rao Nay [REDACTED] at 17-54N 106-00E. Rails extend northeast from the north bank of the stream at UTM XE065800 for 100 yards. Six A-frame cable supports have been erected and a T-shaped probable cable anchorage is on each bank. A probable tramline consisting of two cables spans the stream immediately west of the destroyed bridge at UTM XE063803. 25X1A

25X1D [REDACTED]
NPIC Cable Cite 8140, DTG 180235Z, Aug 66

5. Xom Ca Trang Vehicular Cable Bridges, Route 15, North Vietnam

Three vehicular cable bridges are now located on Route 15 at 17-57N 105-48E in the vicinity of Xom Ca Trang. The cable bridge constructed across the Xom Ca Trang Highway Bridge over the Rao Cai [REDACTED] is unserviceable due to air strikes. The northern approach is heavily interdicted and the northernmost span of the original bridge has been dropped from the abutment. Since the cables across the cable span apparently remain taut, the northern cable anchorage is possibly intact. The cable bridge at the Xom Ca Trang Highway Bridge over the Nam Quat [REDACTED] is complete, but apparently unused. The cable anchorages are now filled and both bridge approaches are serviceable. The previously observed bridge decking has been removed in a possible reaction to the bombing of the Rao Cai cable bridge. A second cable bridge over the Nam Quat at UTM WE859859 consists of a wooden pier in the middle of the river supporting at least one tautly strung cable. An approach under construction on the northeast bank and an associated road clearing operation on the southwest bank are not yet connected to Route 15. 25X1A 25X1A

25X1D [REDACTED]
NPIC Cable Cite 8128, DTG 170313Z, Aug 66
NPIC Briefing Board L-1564

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25X16

ROUTE 1A

ROUTE 151

DAMAGED RAILROAD
CABLE BRIDGE

VEHICULAR
CABLE BRIDGES

COMPLETED RAILROAD
CABLE BRIDGE

RAILROAD CABLE BRIDGE
UNDER CONSTRUCTION

RAIL LINE
EXTENSION

ROUTE 15

ROUTE 110

ROUTE 101

LAOS

NORTH VIETNAM

AMS SERIES JOG (A) 1501
SHEET NE 48-7, NE 48-11
1ST EDITION OCT 65
SCALE 1:250,000

25X16

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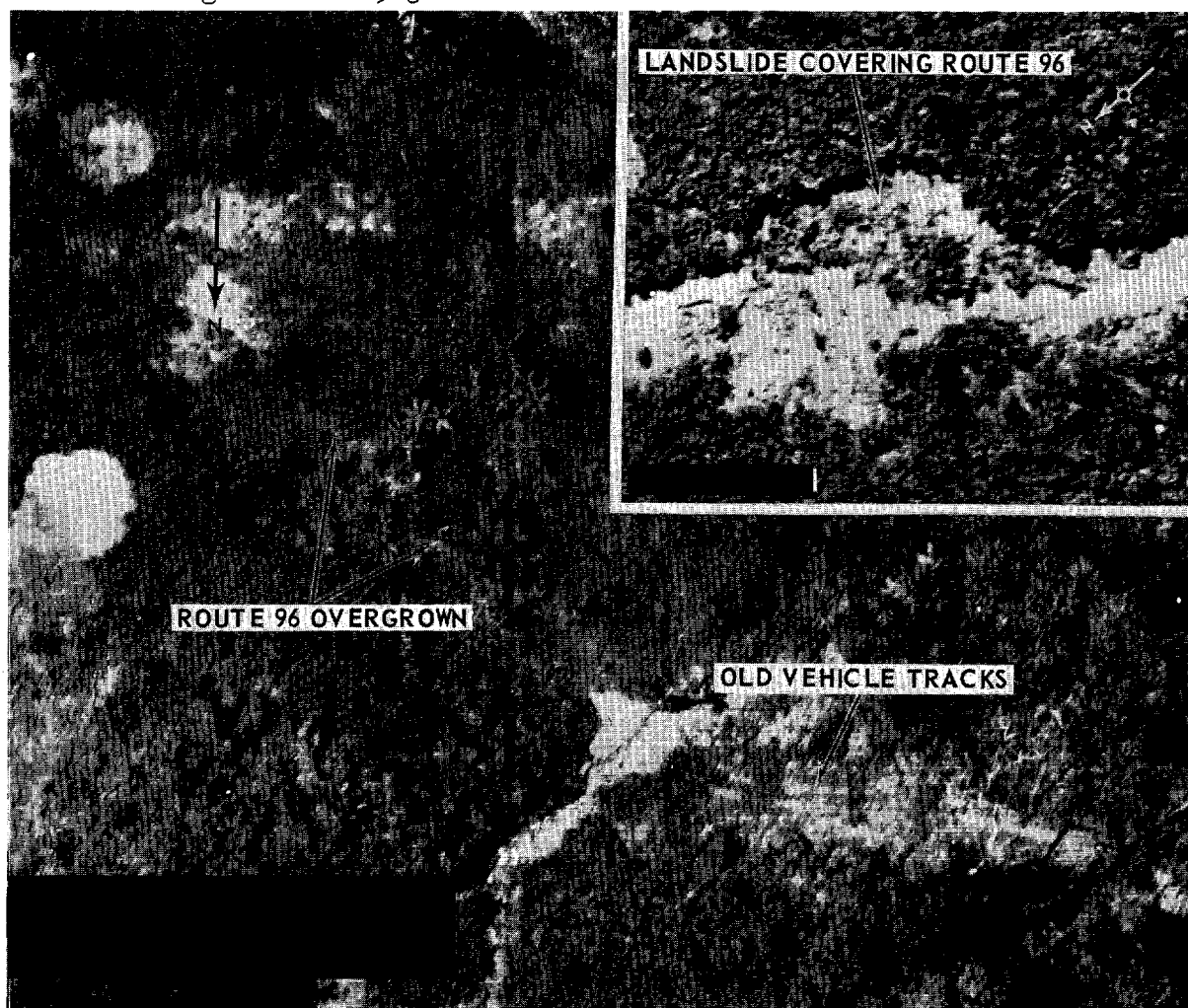
6. Unserviceability and Disuse of Route 96, Laos

An approximately 2.8-km segment of Route 96 is unserviceable from UTM YC042240 to YC074233, due to numerous landslides and interdictions (Figure 3). Additional sections of the road show signs of disuse due to overgrowth. One such area is immediately west of the unserviceable Kay Bong Highway Ford on the Dak E Meule [REDACTED] at 15-34N 106-55E (Figure 3). Annotated on the adjacent map are previously reported landslide areas, none of which have been observed reopened or circumvented.

25X1A

25X1D

[REDACTED]
NPIC Cable Cite 8112, DTG 160056Z, Aug 66
NPIC Briefing Board L-1543



25X1D

25X1D

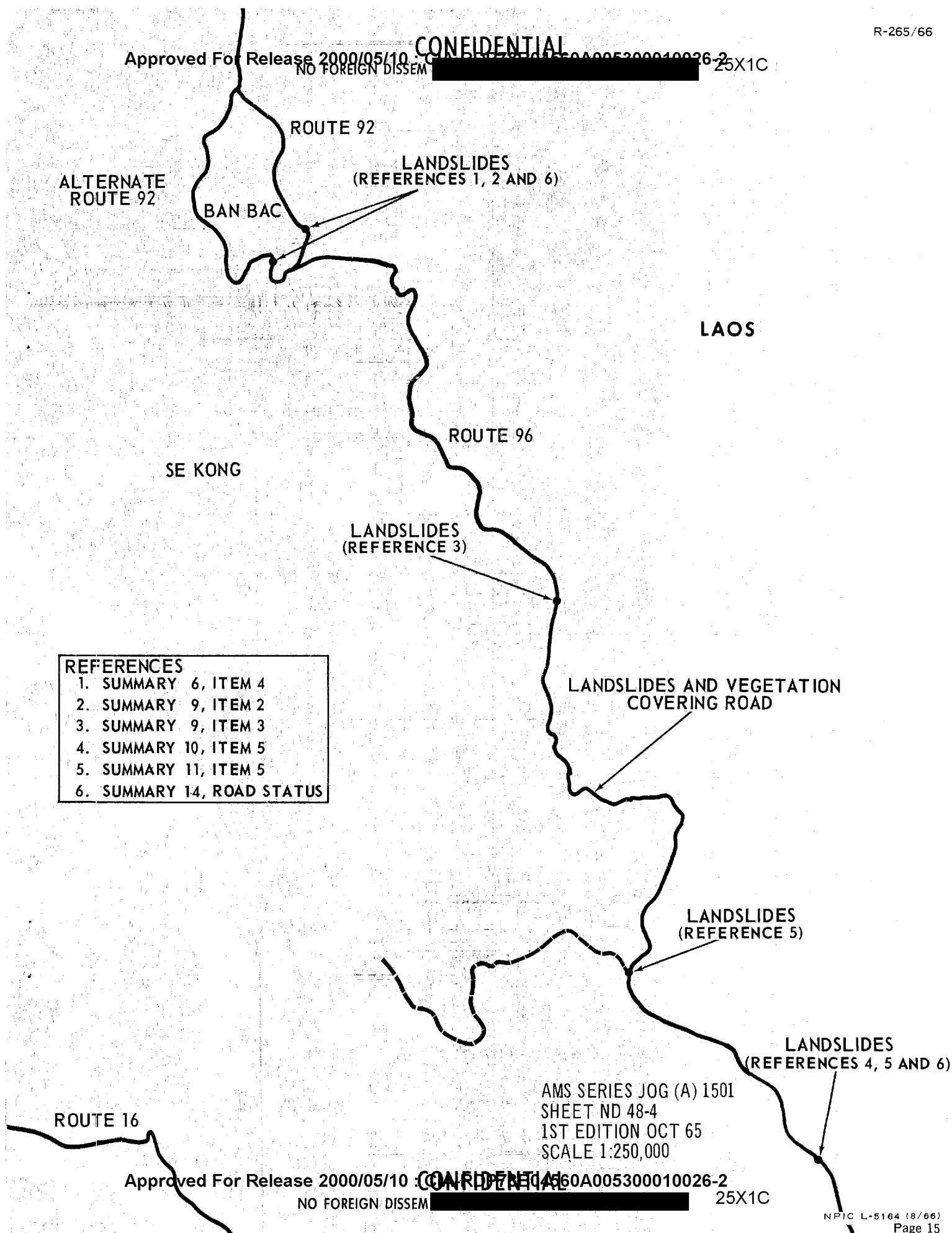
NPIC L-5163 (8/66)

FIGURE 3. UNSERVICEABILITY AND DISUSE OF ROUTE 96, LAOS
Page 14

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**REFERENCES**

1. SUMMARY 6, ITEM 4
2. SUMMARY 9, ITEM 2
3. SUMMARY 9, ITEM 3
4. SUMMARY 10, ITEM 5
5. SUMMARY 11, ITEM 5
6. SUMMARY 14, ROAD STATUS

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SPECIAL PHOTOGRAPHIC SUPPLEMENT, Ha Noi/Vinh Rail Line, North Vietnam

Photography has revealed a continuing effort by the North Vietnamese to maintain, improve, and extend the rail service within their country. This special photographic supplement, like the two preceding it (Summaries 13 and 15), is designed to illustrate this effort. At least 14 railroad bridge structures between Ha Noi and Vinh have been by-passed or have by-passes under construction. The first four items discussed below are on the Ha Noi/Thanh Hoa Rail Line; the remaining 10 are on the Thanh Hoa/Vinh Rail Line.

A railroad by-pass bridge is under construction east of the serviceable Ninh Binh Railroad and Highway Bridge over the Song Day [REDACTED] at 20-15N 105-59E (Figure 4). A railroad ferry is immediately east of the Ninh Binh bridge at UTM XH032403.

Two railroad by-pass bridges around the destroyed Dong Phong Thuong Railroad and Highway Bridge over the Song Len [REDACTED] at 19-58N 105-50E are unserviceable (Figure 5). The Dong Phong Thuong Railroad Bridge South over the Song Len [REDACTED] is serviceable 1.5 nm southwest of the main bridge at UTM WH863078 (Figure 6).

The Phuong Dinh Railroad Bridge over the Lach Truong [REDACTED] at 19-51N 105-48E is under construction immediately west of the serviceable Phuong Dinh Railroad and Highway Bridge over the Lach Truong [REDACTED] (Figure 7).

A railroad ferry is being reconstructed near the serviceable Thanh Hoa Railroad and Highway Bridge over the Song Ma [REDACTED] at 19-50N 105-48E (Item 3).

A railroad by-pass bridge has been constructed around the serviceable Thien Linh Dong Railroad Bridge over the Hoang Giang [REDACTED] at 19-43N 105-42E (Figure 8).

A railroad by-pass bridge is under construction west of the serviceable Thinh Lac Railroad Bridge [REDACTED] at 19-40N 105-42E (Figure 9).

The Truong Quang Tien Railroad Bridge East [REDACTED] has been constructed east of the serviceable Truong Quang Tien Railroad Bridge

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HANOI

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NORTH VIETNAM

FIG.
4

FIGS.
5 & 6

RAILROAD FERRY
RECONSTRUCTION

FIG.
7

THANH HOA

FIG.
8

FIG.
9

FIG.
10

FIG.
11

FIG.
12

FIG.
13

FIG.
14

SERVICEABLE RAILROAD
BY-PASS BRIDGE

FIG.
15

ONLY RAIL LINES DEPICTED

FIG.
16

USAF SERIES ONC
SHEET J-11
5TH EDITION JAN 66
SCALE 1:1,000,000

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VINH

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25X1A

over the Song Yen Tributary [REDACTED] at 19-37N 105-42E
(Figure 10).

25X1A The Thi Long Railroad Bridge Southwest over the Suoi Cay Gang
[REDACTED] is being actively used to by-pass the damaged Thi Long
Railroad Bridge over the Suoi Cay Gang [REDACTED] at 19-31N 25X1A
105-42E (Figure 11).

25X1A The Phu Quat Railroad Bridge Northwest [REDACTED] and its 25X1A
associated by-pass are under construction northwest of the serviceable
Phu Quat Railroad Bridge [REDACTED] at 19-26N 105-45E (Figure 12).

25X1A The Dai Thuy Railroad Bridge Northwest over the Khe Dua [REDACTED] 25X1A
[REDACTED] has been constructed around the serviceable Dai Thuy Railroad
Bridge Southwest over the Khe Dua [REDACTED] at 19-22N 105-43E 25X1A
(Figure 13).

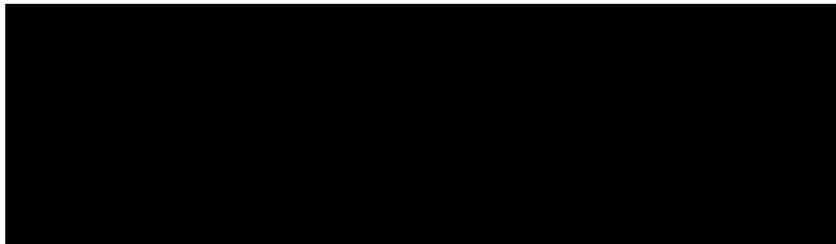
25X1A The Qui Vinh Railroad Bridge No 2 over the Song Hoang Mai [REDACTED] 25X1A
[REDACTED] and the Qui Vinh Railroad Bridge No 3 over the Song Hoang Mai
25X1A [REDACTED] have been constructed around the unserviceable Qui Vinh
Railroad Bridge No 1 over the Song Hoang Mai [REDACTED] at 19-15N 25X1A
105-41E. An additional railroad by-pass bridge is under construction at
UTM WG725302 (Figure 14).

A railroad by-pass bridge is under construction east of the service-
able Tu My Railroad Bridge at 18-59N 105-34E (Figure 15).

25X1A The Dien Chau Railroad Bridge East over the Song Bang [REDACTED] 25X1A
[REDACTED] is being actively used to by-pass the unserviceable Dien Chau
Railroad Bridge over the Song Bang [REDACTED] at 18-58N 105-35E. 25X1A

25X1A A railroad by-pass bridge is under construction southwest of the
unserviceable Tam Da Railroad and Highway Bridge over the Song Cua Lo
[REDACTED] at 18-50N 105-39E (Figure 16). Transloading operations
are required at the Tam Da bridge and three vehicle ferrys are observed.

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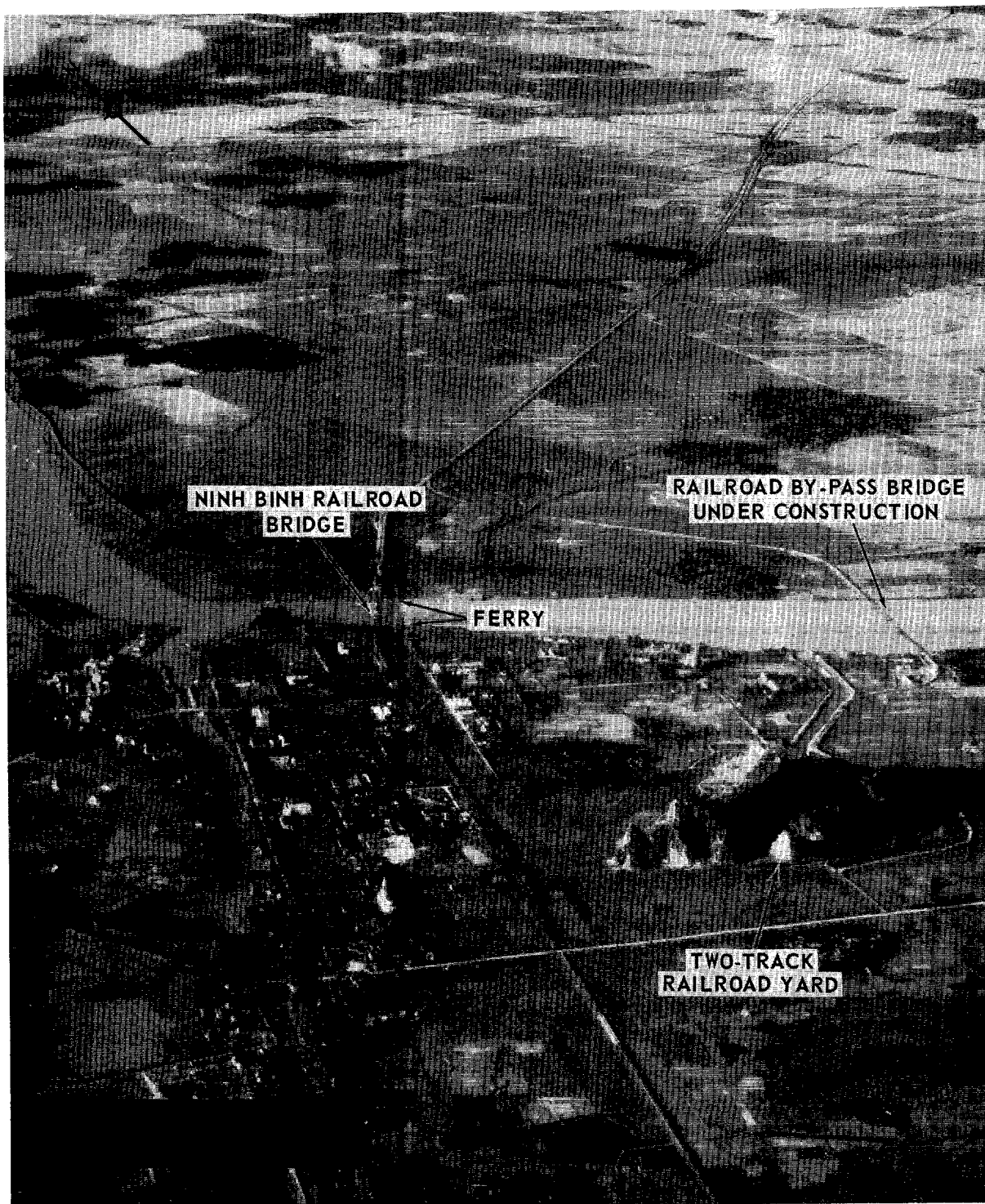


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NPIC L-5166 (8/66)

FIGURE 4. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/THANH HOA RAIL LINE, NORTH VIETNAM

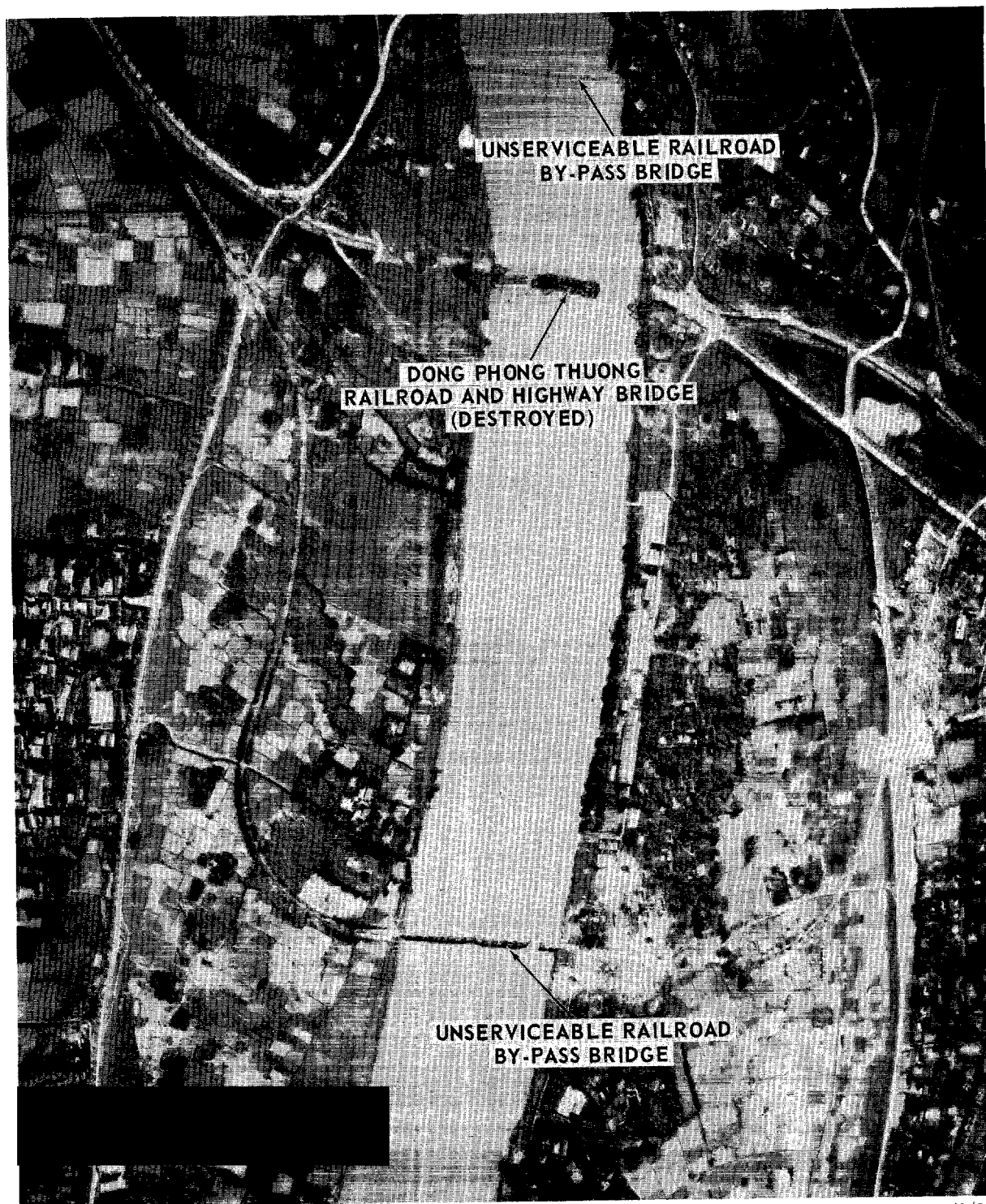
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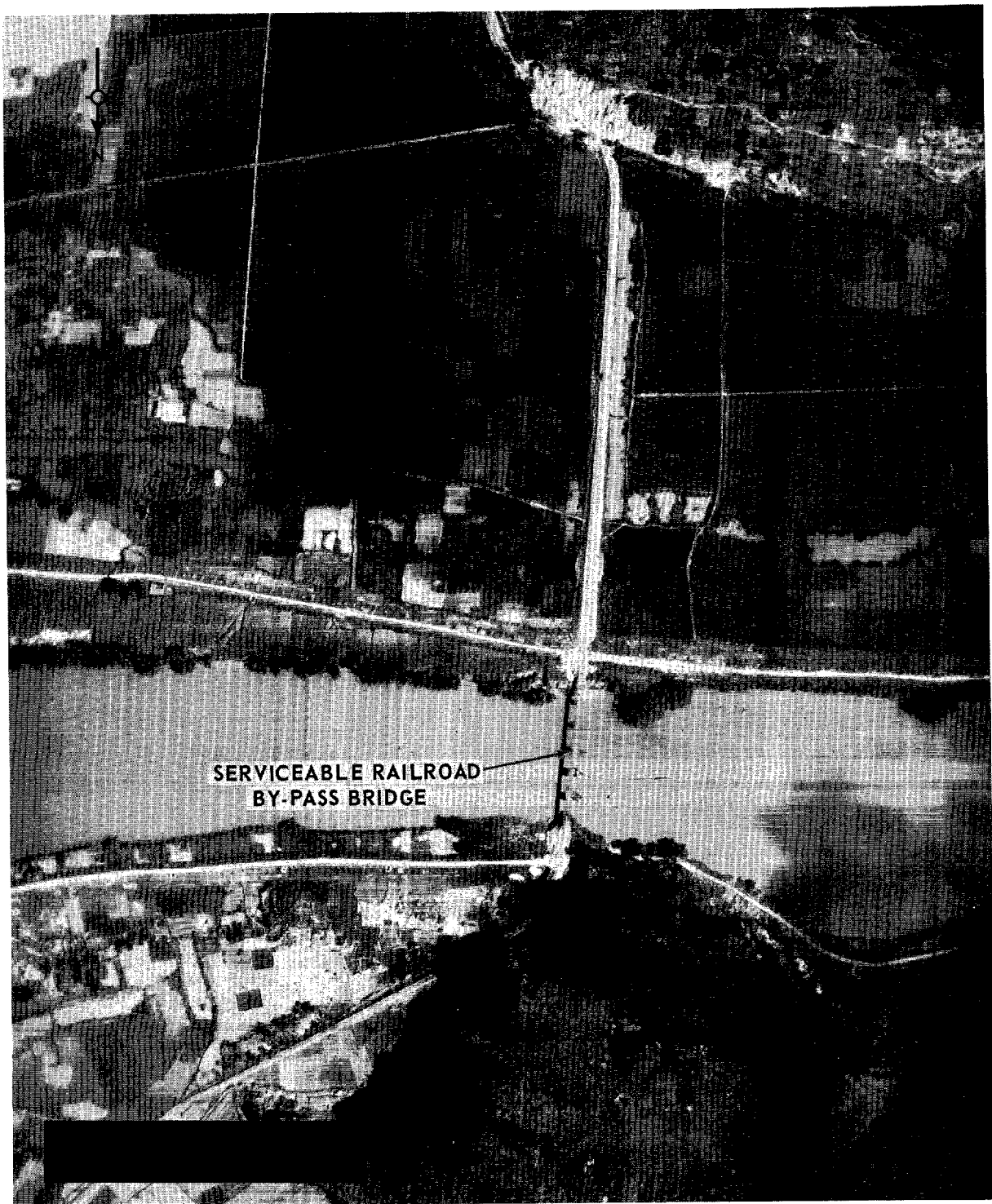
NPIC L-5167 (8/66)

FIGURE 5. UNSERVICEABLE BRIDGES, HA NOI/THANH HOA RAIL LINE, NORTH VIETNAM

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FIGURE 6. DONG PHONG THUONG RAILROAD BRIDGE SOUTH, HA NOI/THANH HOA RAIL LINE,
NORTH VIETNAM

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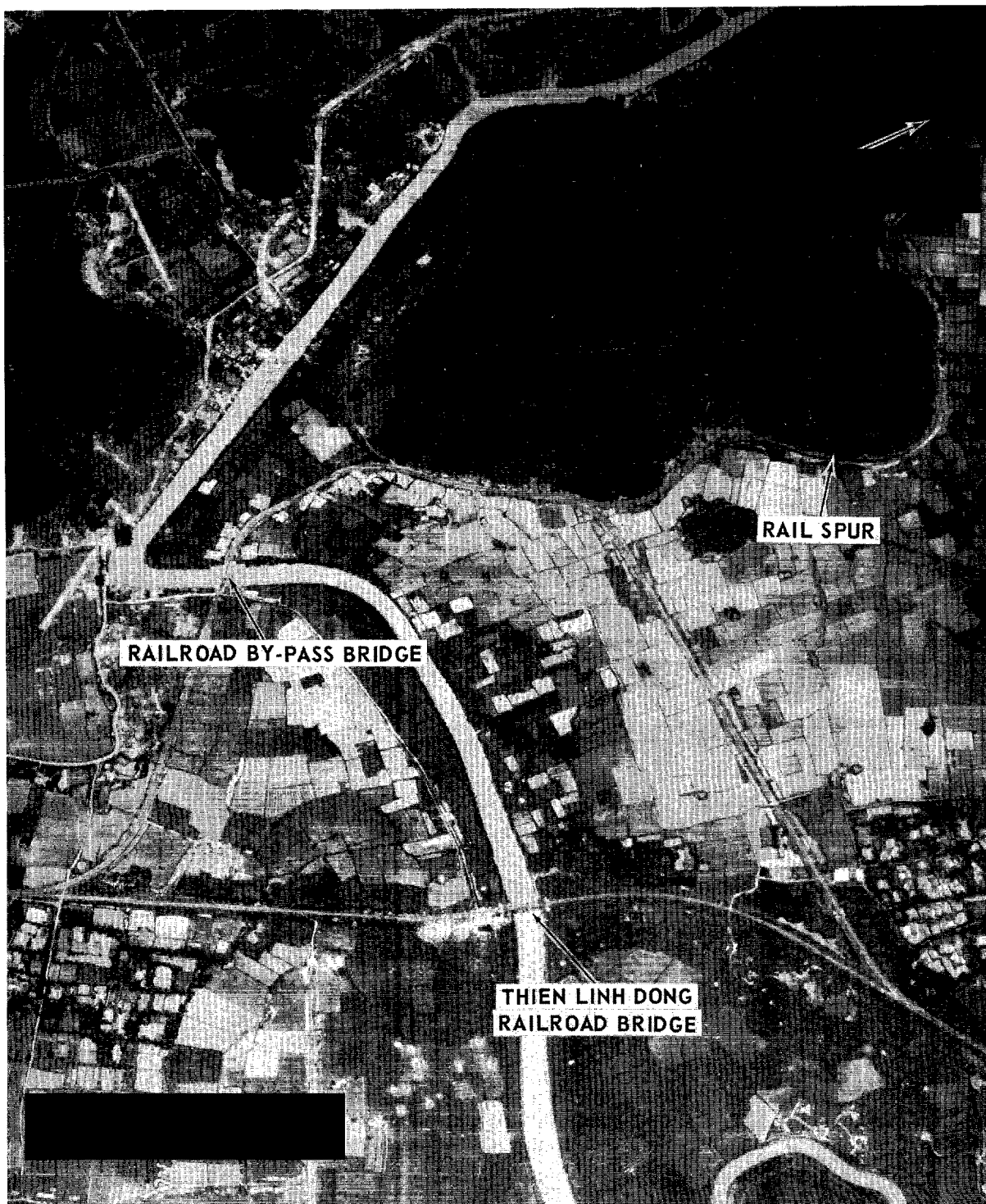


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NPIC L-5169 (8/66)

FIGURE 7. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/THANH HOA RAIL LINE, NORTH VIETNAM

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NPIC L-5170 (8/66)

FIGURE 8. RAILROAD BY-PASS BRIDGE, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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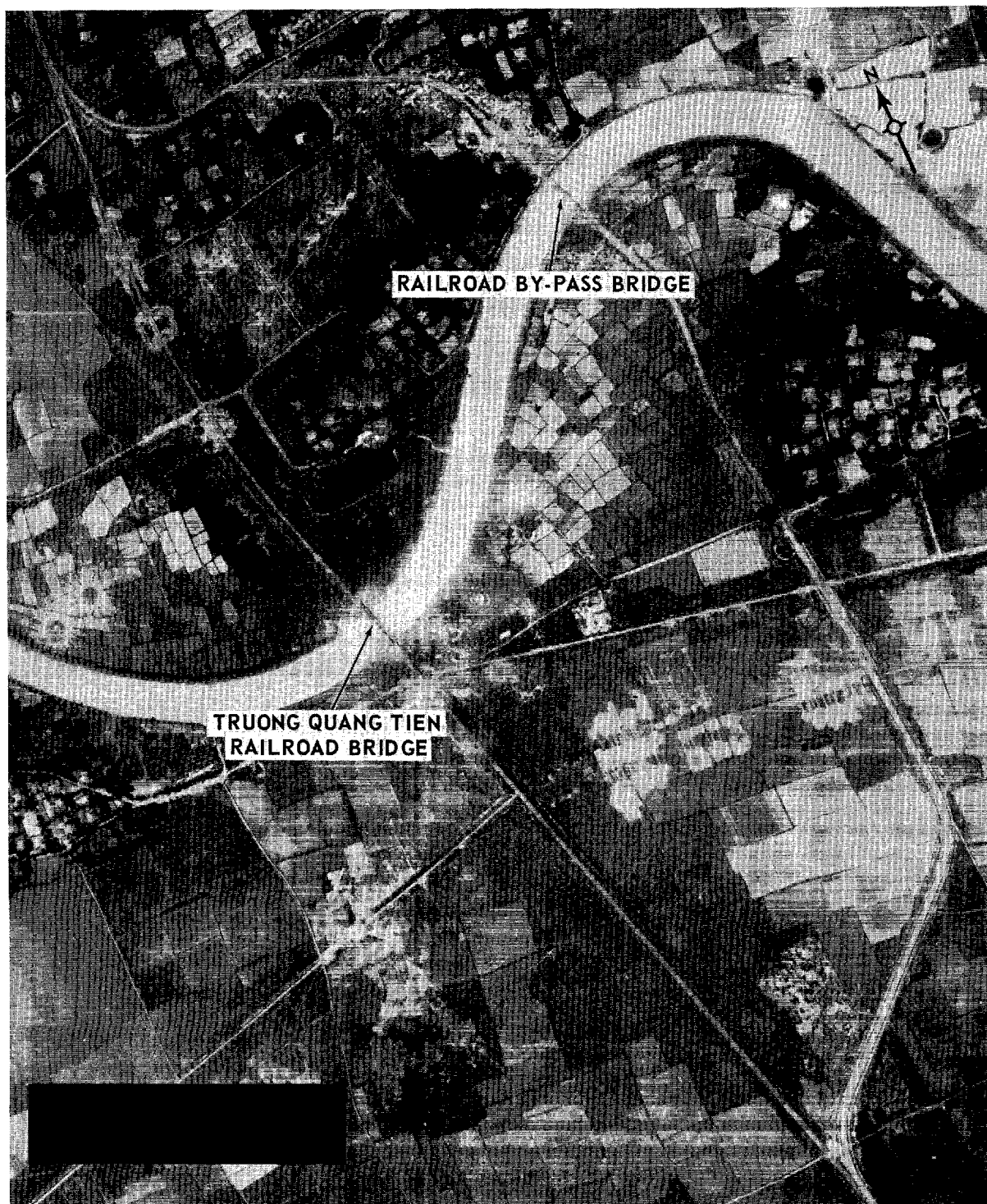
NPIC L-5171 (8/66)

FIGURE 9. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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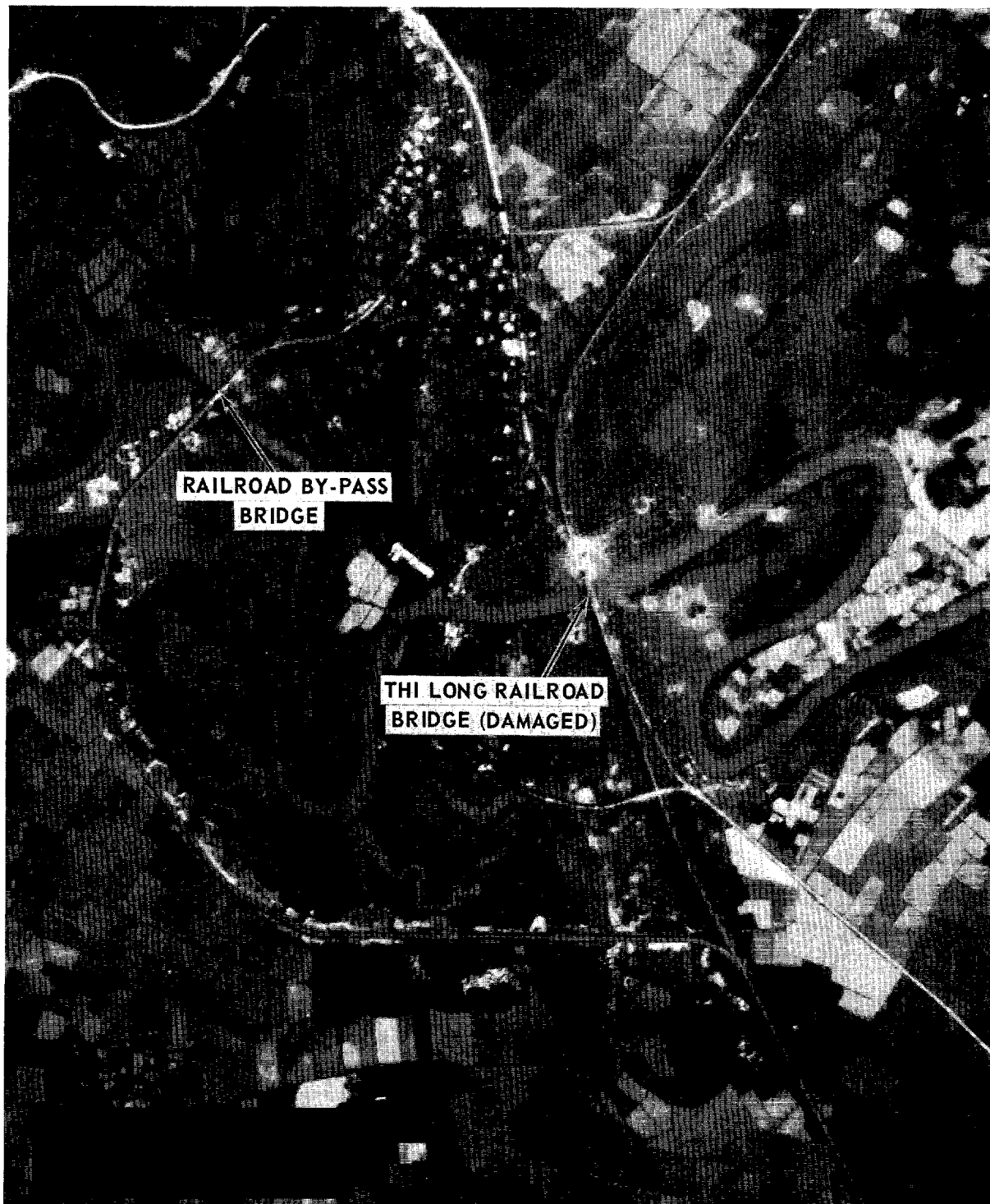


NPIC L-5172 (8/66)

FIGURE 10. RAILROAD BY-PASS BRIDGE, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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NPIC L-5173 (8/66)

FIGURE 11. RAILROAD BY-PASS BRIDGE, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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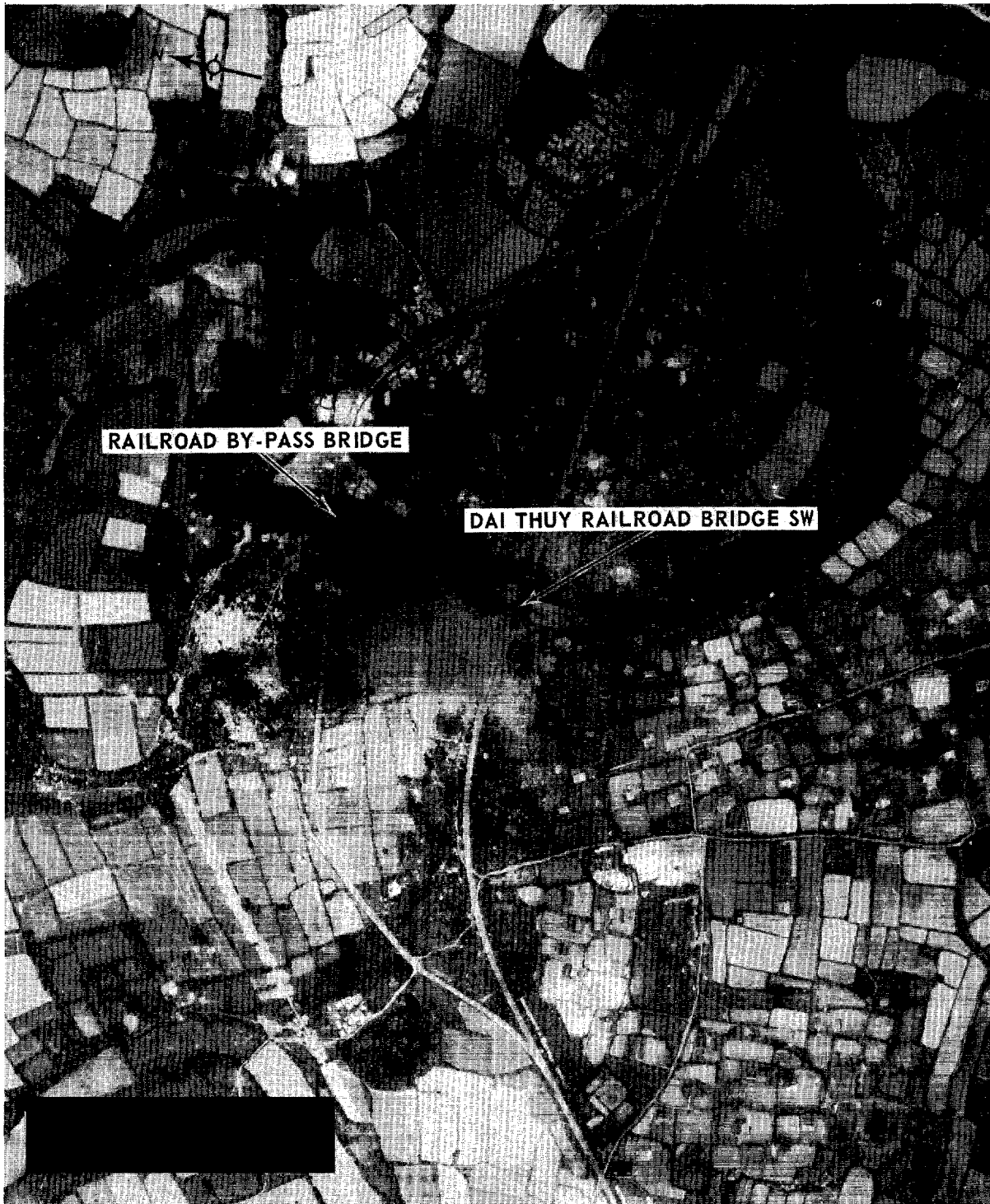


NPIC L-5174 (8/66)

FIGURE 12. RAILROAD BY-PASS UNDER CONSTRUCTION, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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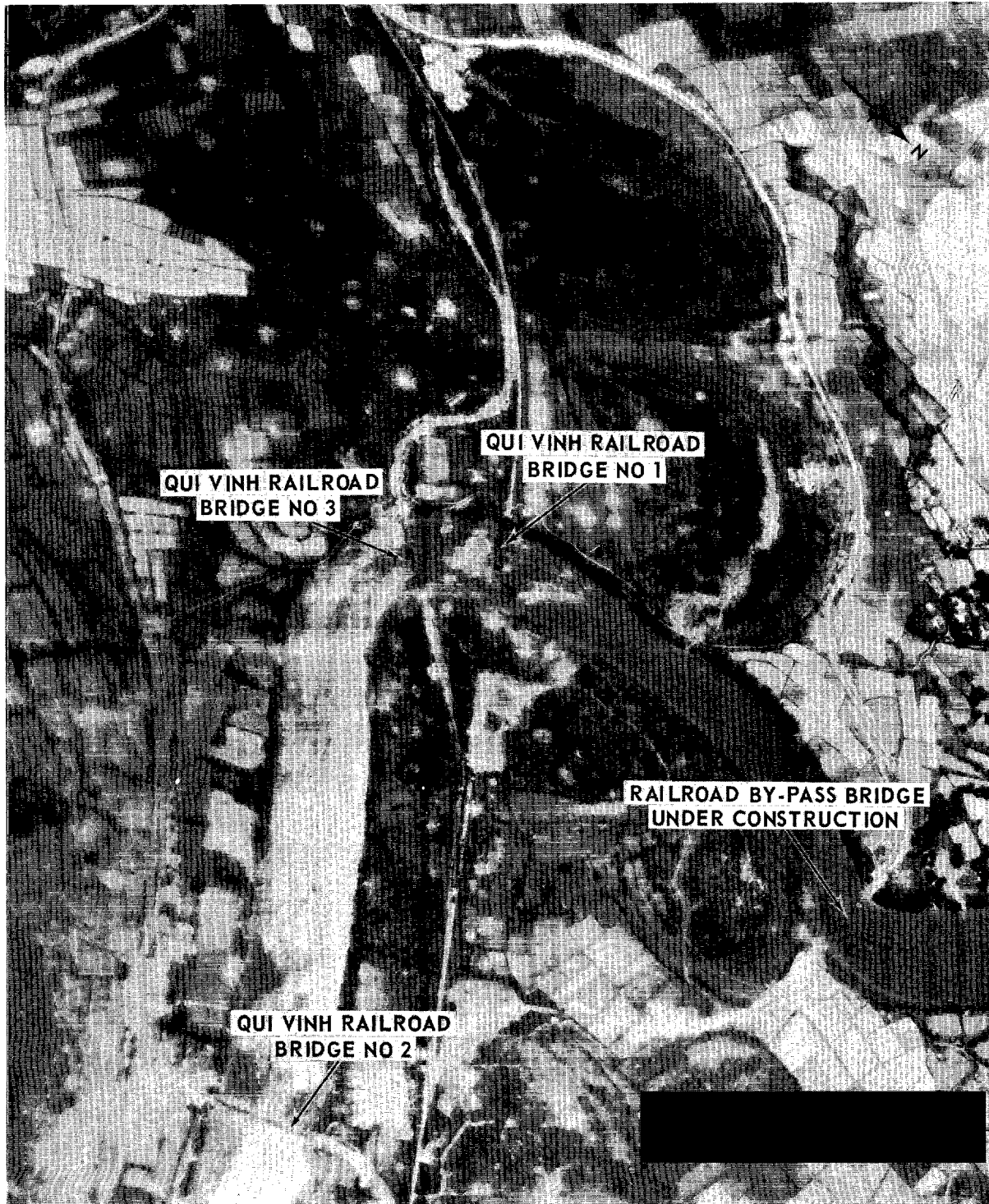
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25X1D

NPIC L-5175 (8/66)

FIGURE 13. RAILROAD BY-PASS BRIDGE, THANH HOA/VINH RAIL LINE, NORTH VIETNAM



25X1D

NPIC L-5176 (8/66)

FIGURE 14. RAILROAD BY-PASS BRIDGES, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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NPIC L-5177 (8/66)

FIGURE 15. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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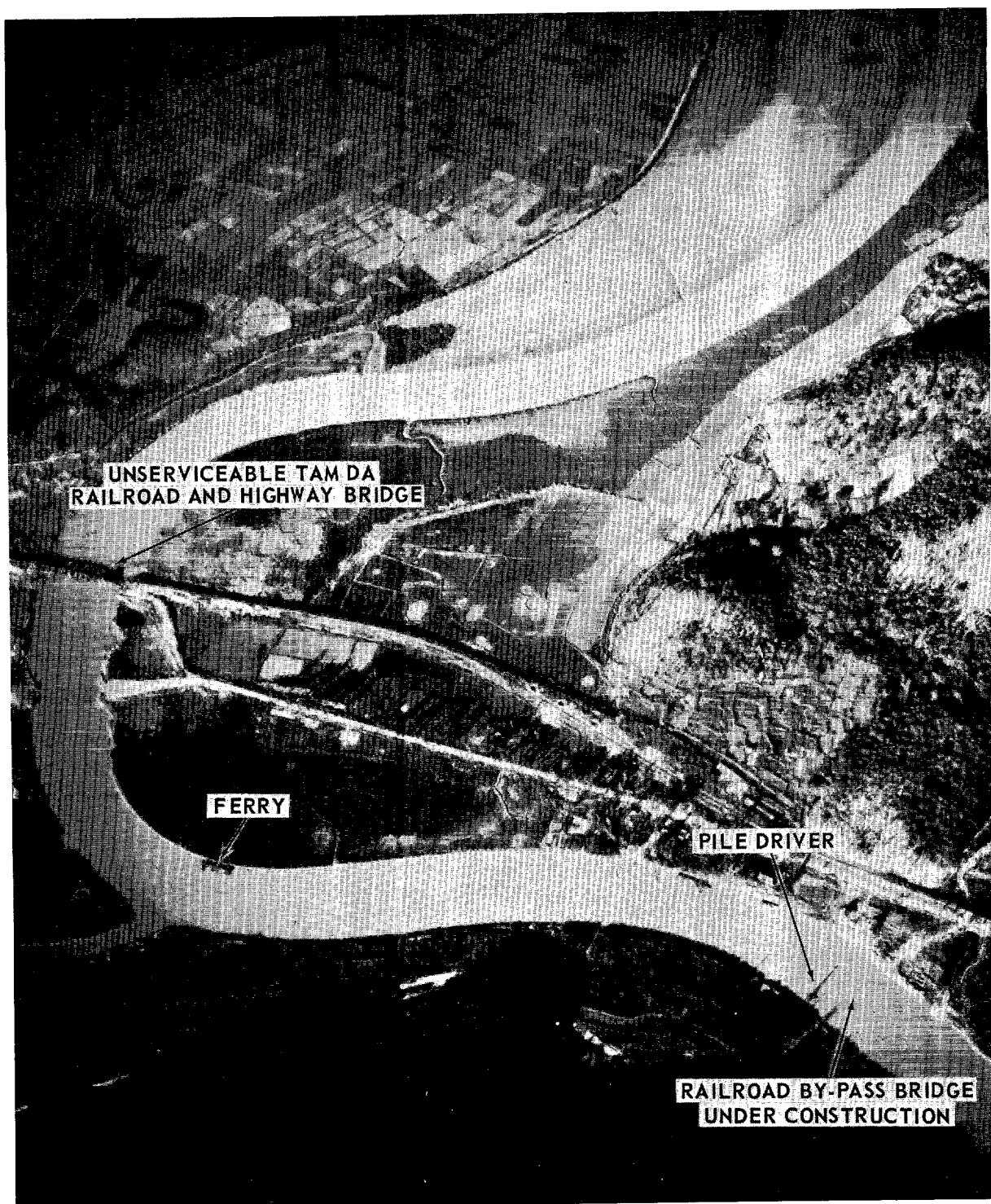
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NPIC-5178 (8/66)

FIGURE 16. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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TITLE NPIC
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Aug. 1966

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